

Message Text

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ORIGIN EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-05 CIAE-00 COME-00
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FM SECSTATE WASHDC
TO AMEMBASSY BRUSSELS
AMEMBASSY THE HAGUE
INFO AMEMBASSY LUXEMBOURG
AMEMBASSY REYKJAVIK
AMEMBASSY PARIS
AMEMBASSY BONN
AMEMBASSY LONDON

UNCLAS STATE 226122

E.O. 11652: N/A

TAGS: EAIR, BE, NL, US

SUBJECT: CIVAIR - BENELUX EXEMPTIONS BY CAB

1. THE CIVIL AERONAUTICS BOARD (CAB) ISSUED ORDER ON
SEPTEMBER 1 GRANTING FOUR US AIRLINES RIGHTS TO FLY TO
BRUSSELS AND AMSTERDAM. THE FOUR AIRLINES, WORLD AIRWAYS,
(WORLD), CAPITOL INTERNATIONAL AIRWAYS (CAPITOL), NATIONAL
AIRLINES (NATIONAL) AND NORTHWEST AIRLINES (NORTHWEST) WERE
GRANTED EMERGENCY EXEMPTIONS TO PROVIDE SCHEDULED PASSENGER
AND PASSENGER/CARGO COMBINATION SERVICES BETWEEN THE US AND
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THE BENELUX COUNTRIES. THE EXEMPTIONS WERE GRANTED FOR ONE
YEAR OR UNTIL 60 DAYS AFTER FINAL DECISION IN THE US-
BENELUX LOW-FARE PROCEEDING, WHICHEVER OCCURS FIRST.

A. WORLD APPLIED FOR AUTHORITY BETWEEN AMSTERDAM AND
BALTIMORE, CHICAGO, DETROIT, LOS ANGELES, OAKLAND AND
NEWARK. IT WAS GRANTED AUTHORITY FOR ALL THOSE MARKETS

EXCEPT LOS ANGELES. WORLD PROPOSED SIX ROUNDTrips WEEKLY BETWEEN AMSTERDAM AND LOS ANGELES/OAKLAND; FIVE ROUNDTrips BETWEEN AMSTERDAM AND NEWARK/BALTIMORE, AND FOUR BETWEEN AMSTERDAM AND DETROIT/CHICAGO.

B. CAPITOL APPLIED FOR BELGIUM, NETHERLANDS AND LUXEMBOURG ON ONE HAND AND LOS ANGELES, SAN FRANCISCO, OAKLAND,

CHICAGO, NEW YORK, NEWARK AND BOSTON ON THE OTHER, PROPOSING THREE ROUNDTrips PER WEEK CHICAGO/BOSTON-BRUSSELS AND DAILY NEW YORK-BRUSSELS SERVICE. CAPITOL WAS GRANTED AUTHORITY BETWEEN BRUSSELS AND BOSTON, CHICAGO AND NEW YORK/NEWARK.

C. NATIONAL APPLIED FOR AND RECEIVED AUTHORITY BETWEEN NEW YORK AND AMSTERDAM AND PROPOSES TO OPERATE DAILY TURN-AROUND SERVICE IN THAT MARKET.

D. NORTHWEST APPLIED FOR AND RECEIVED AUTHORITY BETWEEN AMSTERDAM AND CHICAGO/NEW YORK. IT PROPOSES TO OPERATE DAILY BETWEEN AMSTERDAM AND NEW YORK, DETROIT, MILWAUKEE AND MINNEAPOLIS WHILE ROUTING THREE TIMES A WEEK BETWEEN AMSTERDAM AND CHICAGO/MINNEAPOLIS.

2. AIRLINES ARE NOT RESTRICTED TO THE PROPOSED SCHEDULES IN ANY WAY. THEY MAY OPERATE MORE OR LESS FREQUENTLY AS UNCLASSIFIED

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THEY SEE FIT.

3. CAB CITED A NEED FOR INFORMATION AND MULTIPLE ENTRY EXPERIMENTATION AS JUSTIFICATIONS FOR THESE EXEMPTIONS. CAB INTENDS TO RENDER A FINAL DECISION IN THE US-BENELUX CASE BY JUNE 1979.

4. NO ACTION CALLED FOR AT THIS TIME. CHRISTOPHER

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